

PUBLIC UTILITIES COMMISSION

320 W 4th Street, Suite 500
Los Angeles, CA 90013



December 13, 2016

File Number: XREQ 2016110011
Crenshaw Boulevard
City of Hawthorne, County of Los Angeles

Alan Leung
Senior Transportation Engineer
City of Hawthorne
4455 West 126th Street
Hawthorne, CA 90250

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the Crenshaw Boulevard At-Grade Highway-Rail Crossing, CPUC Crossing Number 001BBF-496.01 and DOT Number 760584S in the City of Hawthorne, County of Los Angeles

Dear Mr. Leung:

This refers to your letter, received by us on November 18, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the Crenshaw Boulevard highway-rail at-grade crossing (crossing) of the Union Pacific Railroad (UPRR) Wilmington Subdivision El Segundo Industrial Lead tracks, in the City of Hawthorne (City), County of Los Angeles. The crossing is identified as CPUC Crossing No. 001BBF-496.01 and DOT No. 760584S.

The crossing consists of a single-track and a seven-lane roadway with one left turn and three through lanes for northbound traffic and three through lanes for southbound traffic. Jack Northrop Avenue and a proposed SpaceX parking structure driveway entrance will form a four-leg intersection at approximately 35 feet north of the crossing. The crossing is equipped with two curb-mounted and two median-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. UPRR operates two freight trains daily with a maximum speed of ten miles per hour. The annual average daily traffic at Crenshaw Boulevard is approximately 42,500 vehicles.

In order to accommodate the new parking structure driveway, the City, in cooperation with UPRR, proposes the following alterations at the crossing and the Crenshaw Boulevard/Jack Northrop Avenue intersection, as described in the request and shown on the plans submitted with the request:

- Modify the existing traffic signal system and railroad circuitry to accommodate for advance preemption time;
- Install two southbound left-turn lanes at the Crenshaw Boulevard/Jack Northrop Avenue intersection;
- Re-stripe the Crenshaw Boulevard/Jack Northrop Avenue intersection;
- Construct Americans with Disabilities Act (ADA) compliant concrete sidewalks along east side of the Crenshaw Boulevard crossing;
- Install ADA compliant detectable warning tactile strips on the all sidewalk approaches;

- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage, including W10-1, W10-2, R3-1 “NO RIGHT TURN” train-activated light emitting diode blank-out signs, R8-8 “DO NOT STOP ON TRACK,” R9-3a “NO PEDESTRIAN CROSSING,” and R9-3b “USE CROSSWALK,” R10-6 “NO TURN ON RED,” R10-15 “TURN VEHICLES YIELD PEDESTRIAN;” and “WAIT HERE,” “KEEP CLEAR,” “RXR,” railroad limit pavement markings.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by the City and finds that it adequately addresses compliance and safety. As the City and UPRR are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the improvements as described in your request received on November 18, 2016, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission General Orders and the current version of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation. The City must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

Temporary traffic controls shall be provided in compliance with the CA MUTCD.

UPRR must ensure that Emergency Notification Systems signs are installed to comply with CFR 234.309.

This project is categorically exempt from the requirements of the California Environmental Quality Act of 1970, as amended. [California Public Resources Code §21084].

This authorization shall expire if the above conditions are not complied with, or if the work is not completed within three years of the date of this letter. Upon written request to RCEB, the time to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the City and/or UPRR shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to rceb@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, UPRR should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

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If you have any questions, please contact Chi Cheung To at (213) 576-5766 or cct@cpuc.ca.gov .

Sincerely,



Anton Garabetian, P.E.
Program and Project Supervisor
Rail Crossings and Engineering Branch
Safety and Enforcement Division

C: **(SENT VIA EMAIL)**
Daniel Moreno, UPRR
Eric Yang, KOA

